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JULY/AUGUST 2012

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GM's Auto Cargo Returns to Baltimore



COVER: The largest super-post-Panamax cranes in the maritime industry arrived at the Seagirt terminal and are expected to be operational by September. Photograph by Bill McAllen.

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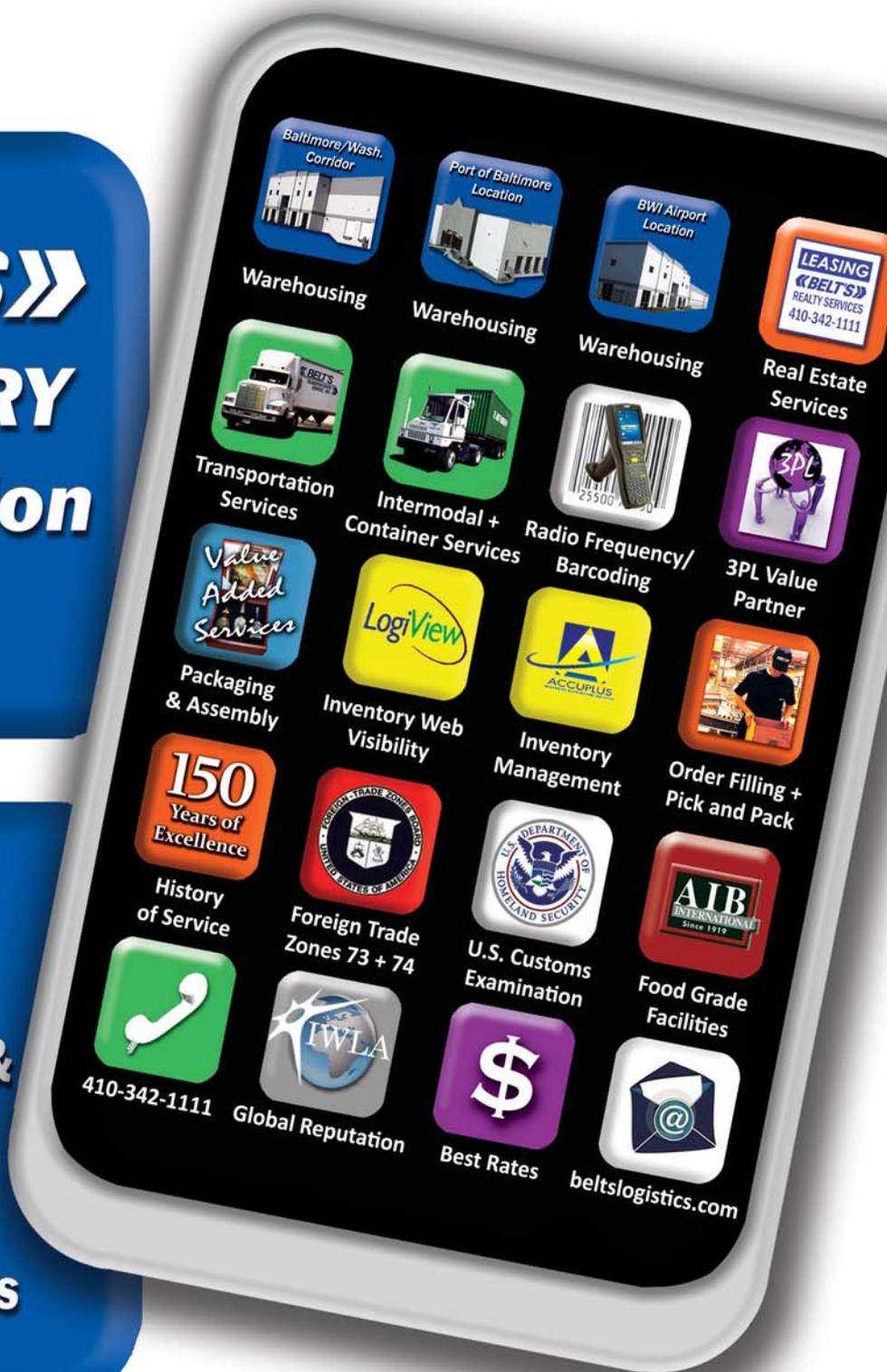


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A Supersized Step Toward Increased Container Business

The future has arrived at the Port of Baltimore. Four super-sized cranes, each standing 400 feet tall, weighing 1,550 tons and known in the maritime industry as super-post-Panamax, arrived at the Port in June amid great fanfare. Maybe you were fortunate and witnessed the ship carrying these massive cranes creep beneath two of Maryland's landmark structures—the Chesapeake Bay Bridge and the Francis Scott Key Bridge. Careful planning by state and federal agencies ensured that the vessel proceeded safely under both bridges.

After arriving at the Port of Baltimore, the cranes were off-loaded onto the new 50-foot-deep container berth at Seagirt Marine Terminal. This new berth was made possible by our unique public-private partnership with Ports America Chesapeake. The purchase of the cranes, which were fully funded by Ports America, along with the construction of the new deep berth are central elements in our partnership agreement with the long-time leader in the maritime industry.

We entered this public-private partnership to create jobs and ensure the future success of the Port of Baltimore. By joining with

our partner, we were able to construct an important \$100 million project, which will provide for the future economic competitiveness of the Port. The new berth will allow us to accommodate the extra-large container ships that will soon be able to travel through the Panama Canal to bring more cargo to East Coast ports.

By working together, we are generating 5,700 new jobs from this agreement. In the short term, this includes jobs created by the construction of the berth and improvements to Maryland roads. In the long term, we will see jobs that will result from the sustained and increased container business that the Port will see after the completion of the Panama Canal expansion.

By embracing innovation, partnership and sound fiscal management, we have formed the solid foundation on which we intend to build the future of the Port of Baltimore.



Martin O'Malley, Governor

Making The Most Of Our Forward Momentum

It has been a good first half of 2012 for the Port of Baltimore. Construction is finished on our new 50-foot-deep container berth. Four super-post-Panamax cranes arrived in June and will be operational by September. Royal Caribbean Cruise Line announced that it would bring the new and improved *Grandeur of the Seas* ship to Maryland in 2013 following a nearly \$50 million renovation. And Hapag-Lloyd, the world's fifth-largest container shipping company, began a weekly service from North Europe to the Port of Baltimore that could create almost 600 new jobs.

That strong momentum has also carried over to our docks, where we continue to see good performances from many of our key commodities. During the first six months of this year, farm and construction machinery was up 36 percent, autos were up 27 percent, and containers were up seven percent. Overall, our public marine terminals handled 4.8 million tons of general cargo, which was the best first half of any previous year. The prior record was established during the pre-recession first half of 2008.

Not to be outdone by our cargo business, cruising from the

Port of Baltimore continues to be a winner. Every ship that has sailed from Baltimore this year has sailed at full capacity. We also continue to attract many cruise passengers that drive to our port from neighboring states like Pennsylvania, Ohio, New Jersey, Virginia and North Carolina.

Heading into the second half of 2012, we hope to build on our strong start. In a few weeks we will officially open the new deep berth with its four new cranes. We are working to continue trending up with our key cargo commodities. On the cruise side, we expect all remaining cruises this year to be full of excited passengers as they leave our port for the vacation of their dreams. Continuing the early momentum through the remainder of this year will ensure another successful year for our port.



James J. White, Executive Director

SOUNDINGS

The happenings in and around the Port > > > > > > > >

CRUISE

Carnival Recognizes Baltimore for Guest Satisfaction

Carnival Cruise Lines presented the staff at Baltimore's cruise terminal with the 2011 Guest Logistics Staff of the Year award on May 23. The award evaluates embarkation practices, hospitality and service, as well as other pre-and-post cruise measures.

"As the Port of Baltimore's cruise business has grown tremendously in the last few years, we have made certain that our commitment to providing our passengers with an outstanding cruise terminal experience has not waned," said Governor Martin O'Malley.

The company that handles guest relations for the Port of Baltimore, InterCruises Shoreside and Port Services, has managed an expanding cruise schedule in the past few years. Last year,



COURTESY OF MPA

a record 251,889 passengers sailed on 105 cruises from Baltimore. In 2012, 100 cruises are scheduled.

"At Carnival, the fun begins from the moment our guests arrive at the cruise terminal," said Milly Martin, Carnival's Senior Director of Guest Logistics. "Our embarkation staff at the Port of Baltimore

do a fantastic job at setting the tone for the remainder of the voyage."

Carnival recently signed a five-year extension to its initial 2009 contract with the Port of Baltimore. Carnival offers year-round cruising, including weekly sailings to the Caribbean. 🌐

NEWSMAKERS

BMI Honors Montgomery for Innovation, Dedication

Mark Montgomery, CEO and President of Ports America Chesapeake, was presented with the 2012 William Donald Schaefer Industrialist of the Year Award by the Baltimore Museum of Industry at a luncheon on June 7th. The award, established in 2004, recognizes Maryland business

leaders distinguished by innovative approaches to industry and dedication to their communities. The luncheon raises funds to support the museum's educational programs.

Montgomery, who has worked in the maritime industry for 24 years, is a key player in the public-private partnership between Ports America Chesapeake and the Maryland Port Administration (MPA) that has led to large-scale improvements at the Seagirt Marine Terminal. Seagirt will soon become one of only two East Coast ports

with the capability to handle the larger cargo ships that will be coming through the new Panama Canal starting in 2014. (For more about Seagirt, see page 16.)

Montgomery also serves as a member of the Board of Directors for the Steamship Trade Association of Baltimore, the North Atlantic Ports Association, the General Stevedoring Council and the National Maritime Safety Association.

Montgomery said he is both humbled and honored by the award. "The many accomplishments achieved



have been a group effort of many talented and dedicated people from within our company and our successful partnerships with the local labor force, our customers and business partners," he noted. 🌐



Heineken Bringing Beer Through Baltimore

Heineken USA is bringing its beer products to the thirsty mid-Atlantic region through the Port of Baltimore.

Mediterranean Shipping Company was able to offer Heineken competitive rates to move its business here; Heineken had been importing beer into New York and trucking it to the Mid-Atlantic region, a supply chain that was vulnerable to rising fuel costs. Heineken is expected to ship 35 to 40 40-foot containers through the Port each week for the rest of the year.

"We're happy to have Heineken coming to the Port of Baltimore directly from Europe," said Charles McGinley, who works in Trade Development for the Maryland Port Administration. "They've decided to supply the region through the Port due to the increased efficiencies the Port of Baltimore offers and to be a good corporate citizen by reducing their carbon footprint."

Satellite Logistics will handle the cargo in Baltimore; it has 10,000 square feet of warehouse space available for Heineken, but most of the cargo will be delivered directly to distributors in Maryland, West Virginia and Washington, D.C. 🌐

IN MEMORIAM

Hax, 74, Owned R.A.H. Courier

The Port of Baltimore is mourning the recent passing of Richard A. Hax, Sr., who died on April 3, 2012. He was 74. As Owner and President of R.A.H. Courier Inc., Richard became a familiar face and friend to many in the port while delivering various documents to ships. Hax began his business after serving as a member of the Baltimore City Police Department. 🌐

EVENTS

National Maritime Day Draws Transportation Secretary to Canton

U.S. Secretary of Transportation Raymond LaHood (in photo below right), speaking at a National Maritime Day commemoration May 19 at the Port of Baltimore's Canton Marine Terminal, called the shipping industry a "vital building block" in America's emergence from economic decline. Port advocate and former U.S. Rep. Helen Delich Bentley added with pride that "Baltimore is leading the country in its recovery from the most recent recession."

Maritime Administrator David T. Matsuda also spoke at the event, which was held onboard the N.S. *Savannah*, a 52-year-old nuclear-powered merchant ship that is now a floating National Historic Landmark.

The event was co-sponsored by the Chesapeake Chapter of the U.S. Merchant Marine Academy Kings Point Alumni, the Baltimore Chapter of the Fort Schuyler Maritime Alumni Association and the Baltimore Port Alliance, in cooperation with the U.S. Maritime Administration, *Savannah* Technical Staff. A special visitor — the topsail schooner *Pride of Baltimore II* — fired her cannon off the *Savannah's* port bow during a wreath-laying ceremony that honored past merchant mariners. 🌐



PHOTOGRAPHY BY BLAISE WILLIG

TRAINING

Rodeo Gets Support of Shipping Companies and Manufacturers Alike

Shipping companies definitely take notice of the training that occurs during the Port of Baltimore's annual Ro/Ro Rodeo. As Scott Senko, Area Operations Manager for NYK Line Baltimore, explained during this year's event in mid-May, "Any ro/ro [roll-on/roll-off] carrier has a vested interest in the quality handling of the cargo they're transporting."

For David E. Honor, Höegh Autoliners' General Manager-Baltimore Region, the interest was not only professional but personal. David watched from the registration tent as his 19-year-old son Tom, a member of International Longshoremen's Association (ILA) Local 1429, participated in the training for the first time.

Hopping from one large piece of construction, agricultural or forestry equipment to the next, Tom excitedly gathered the basic knowledge necessary to do his job safely and efficiently. "I'm walking away with the experience I need to get the work done," he said. "I love to be able to drive the cars and equipment on and off the ships."

As Maryland Port Administration (MPA) Deputy Director of Marketing Joseph M. Greco, Sr. explained, "It's an opportunity to have the longshoremen familiarize themselves with the equipment in order to reduce damage and keep production up."

This year's 16th annual Rodeo provided training for the usual 200 longshoremen over the course of two days. They were assisted by a record number of 40 technical specialists representing manufacturers that ranged from Caterpillar, Komatsu, Wirtgen and CLAAS to John Deere, AGCO, Massey Ferguson and Ponsse. "The



manufacturers are really supporting this event, so you know they see the value in it," Greco said.

Product Specialist Jonathan Hume with Case New Holland noted that not all equipment is created equal. "Even something as simple as how to release the park brake can be handled differently from machine to machine," said Hume, who was on hand with a New Holland



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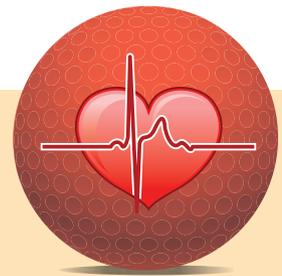
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backhoe loader and telescopic handler. "It's key that the longshoremen know how to operate everything safely."

Larry Boozer with ILA 333 appreciates the training he has received over the course of six Rodeos. "We load all of this equipment — nothing is out here just for show," Boozer explained. "Every year there are upgrades that we need to learn about." 🌐



EVENTS

Golf Fore Heart Chips In to Help Port Communities

Golf Fore Heart 2012 took place at the Mountain Branch Golf Club in June. The tournament — held in memory of Guy P. Fernandez, who died of a heart attack at 49 — benefits the Steamship Trade Association of Baltimore Charitable Legacy Inc.

Tournament co-chair Mark Montgomery of Ports America Chesapeake said more than 140 golfers participated. During the golf outing, doctors from SHAPE (Society for Heart Attack Prevention and Eradication) offered golfers four quick tests to check blood pressure, cholesterol, carotid artery and genetic background. "We had a great showing of golfers wanting to be tested," Montgomery said.

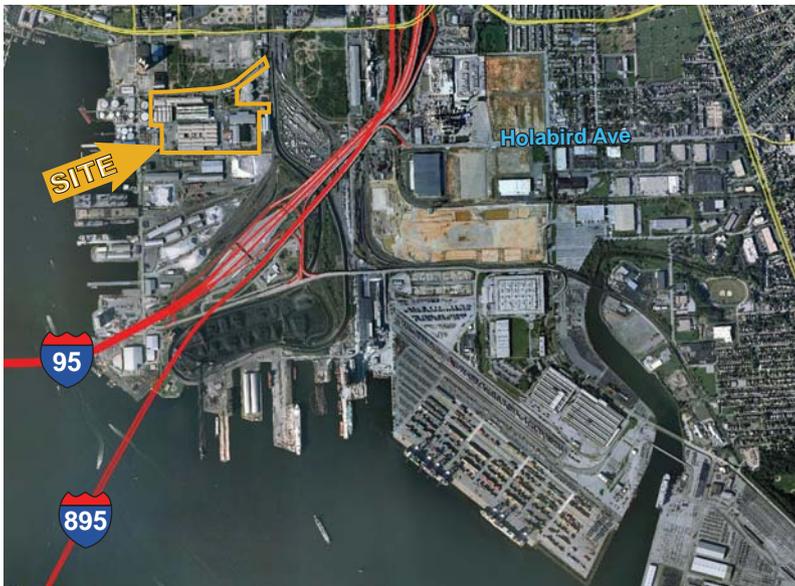
The tournament raised \$90,000 for the STA Legacy fund, which supports the maritime academy, Dundalk Youth Services and Dunfest, a fun day of activities for families in the communities around the Port.

"We do a lot of other outreach to the community surrounding the Port," Montgomery said. "Whenever we can help children in the Port community, we're providing some type of funding for those activities. We want to let the community know the Port cares about them." 🌐

CORRECTION

The May/June 2012 issue of *The Port of Baltimore* magazine contained a misspelling of the name of Bahri CEO Saleh Al Jasser. In addition, the shipping company's web address is now www.bahri.sa. 🌐

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engines that they last 20 or 30 years, but newer ones do the same job with much less pollution," said Susan Wierman, Executive Director of MARAMA. "There have been a lot of changes in the last 10 years, and it's amazing how much cleaner diesel engines are. This gives truckers an incentive to replace those engines. We're really pleased at how supportive a partner the Port has been in this; the Port gave us a grant to do another 15 trucks."

Wierman adds that the program benefits communities around the Port. "Scientists have concluded that traffic-related air pollution can exacerbate asthma and may contribute to other heart- and lung-related health effects," she said. "Exhaust from older diesel vehicles is an important factor in traffic-related air pollution. Exhaust from new technology diesel engines using clean diesel fuel produces 90 percent less pollution."

Applications for participation in the program are judged on certain criteria, including the age of the truck and the number of trips it takes to and from the Port. The vehicles that are being replaced must be scrapped so that they do not remain in service, and the replacement trucks cannot have engines older than 2007.

Wierman knows it's not easy for truck owners to do the paperwork and scrap their old truck. "We want to get these trucks completely off the road, but once they take that truck off the road, they need their new truck right away. They need to line up financing so there won't be any delay. We're really pleased we've had a good response here in Baltimore."

Under the terms of the program, Wommack had to scrap his old truck but was able to use the \$20,000 as a down payment on his new truck. "It's a great start, especially in a sluggish economy, to

Owner-operator James Wommack knew his 1990 Kenworth truck with a Caterpillar engine wasn't anywhere near as fuel-efficient as newer trucks.

"It burned a lot of fuel, and it was a pollution hog," he said. Wommack, who works for Farruggio's Express Inc., was concerned as his truck idled while picking up loads at the Port of Baltimore. An avid fisherman working part time in sport fish advisory for the Maryland Department of Natural Resources, he was well aware of the effects of airborne pollutants on the Chesapeake Bay. "We idle a lot at the Port, and we're right there on the water," he said.

When he heard truckers talking about a program to replace dray trucks, he went online to research it. He found the Mid-Atlantic Dray Truck Replacement Program, which helps short-haul dray truck owners and operators working

at the Port of Baltimore replace older models with newer, cleaner-running trucks. Now, he's the proud owner of a much more fuel-efficient, cleaner truck.

Funded by a grant from the Environmental Protection Agency and the Maryland Port Administration (MPA), the program offers up to \$20,000 per vehicle to qualifying owners and operators.

MPA Deputy Executive Director M. Kathleen Broadwater noted that the MPA is "committed to the continuous improvement of air emissions at the Port, and the Dray Truck Replacement Program is an important continuation of our Clean Diesel Program of the last few years."

The Mid-Atlantic Regional Air Management Association (MARAMA) and the University of Maryland Environmental Finance Center administer the program.

"This is an important program because diesel engines are such good

update a new truck, which was overdue," he said, adding that newer trucks run between \$52,000 and \$68,000, and \$20,000 "is a decent down payment."

As of the end of March, 39 trucks had been replaced in Virginia and three in Maryland.

Wommack is spreading the word among his colleagues, and his enthusiasm and insights have helped the program craft better ways to reach out to short-haul truckers.

Owning his newer truck, he explained, has cut his fuel costs in half. But it's the benefit to the Bay that really appeals to him.

"People think the pollution in the bay comes from farms, but we get it in the air, too," he said. "All of it takes a toll on the environment and the Bay. Anything to help the environment — I'm 100 percent for it." 🌐



To celebrate Earth Day, the Maryland Port Administration (MPA) planted a tree — a money tree, that is.

The "tree" on the wall at the MPA offices had leaves that represented pledges of both money and commitment. Each employee pledged at least a dollar and promised to do something to improve the environment; their pledges were written on the leaves and displayed on the tree.

The effort raised \$200, which was donated to the Clean Bread and Cheese Creek organization in Dundalk. Bread and Cheese Creek was so named, according to local legend, because during the War of 1812, soldiers rested on its banks, eating bread and cheese.

The MPA also participated in Cell Phones for Soldiers. The program recycles cell phones and in return for the donation of a phone provides 2.5 hours of free talk time to soldiers serving overseas so that they can call home. The MPA, aided by the Baltimore Port Alliance, donated 61 phones to the program. 🌐



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GREEN PORT



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Planting at Masonville Cove

More than 450 fifth-graders and a small group of high school students enjoyed a hands-on science experience at the Masonville Cove Environmental Education Center in May.

Living Classrooms staff work with the students in Masonville-area schools on a monthly basis throughout the school year. These programs begin in the third grade and are funded through the Maryland Port Administration (MPA). The Masonville Cove Environmental Festival serves as a culmination of the students' environmental education programs with Living Classrooms.

This year's Festival was extra special because the National Aquarium offered support and conducted a massive wetland planting with the fifth-grade students and other volunteers.

Various environmental organizations were also on hand to teach students about such things as water quality buoys in the bay, how to make bird feeders from recycled bottles and gardening for nutrition. Students also had a chance to see terrapins, blue crabs, horseshoe crabs, fish, a duck and an opossum.

High school students pitched in, too. As part of the National Aquarium's Wetland Nursery Program, students at Benjamin Franklin High School raised grasses throughout the school year; students from the school then helped plant them, along with a group of students from the Maritime Academy.

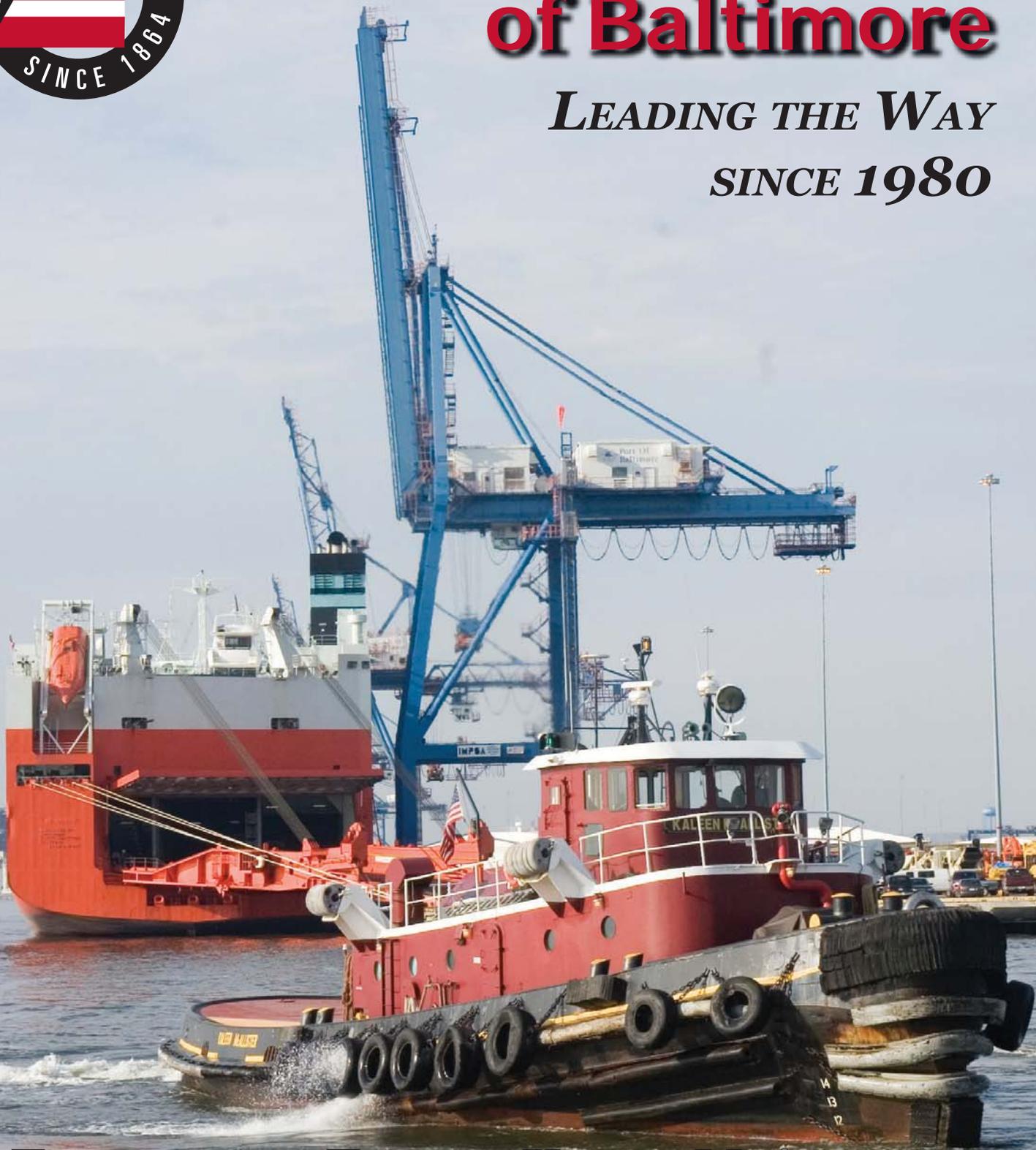
A total of 17,500 plants were planted on the fringe wetland at the Masonville Cove Dredged Materials Containment Facility.

Grants from the MPA and Constellation Energy, along with donations from the Maryland Environmental Service, made the programs possible. 🌐



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TERMINALS

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BY BLAISE WILLIG

SUPER SIZED CRANES

Ports America
Chesapeake's
Terminal
Enhancements
Reach
'Significant
Milestone'

Like something out of a "Transformers" movie, the imposing quartet of cranes that arrived in June at the Seagirt Marine Terminal can reach farther, extend higher, lift greater weight and operate more efficiently than anything seen before at the Port of Baltimore — and Ports America Chesapeake can't wait to put the new arrivals through their paces.



BILL MCALLEN



BILL MCALLEN

Come To Seagirt



KATHY BERGEN SMITH



The appearance of these partially assembled, state-of-the-art, super-post-Panamax machines — the largest of their kind in the maritime industry — represents "a significant milestone in our preparations to handle the larger vessels that will be transiting through the new and improved Panama Canal in 2014," said Mark Schmidt, Ports America Chesapeake's Terminal Manager — Facility.

With the new and improved Seagirt Berth 4 in its arsenal, Baltimore becomes one of only two East Coast ports able to handle larger ships that will be making their way through the Panama Canal.

Expected to be operational by September, each new, 1,550-metric-ton crane can reach 206 feet across a vessel to handle rows of 22 cargo containers — four containers more than existing cranes. In addition, they have a working height of 140 feet, which represents a 30-foot improvement. "They will have a drive system that is web-based for quicker trouble-shooting and observation," Schmidt said. "They will also have a higher lifting capacity to allow for heavy boxes to be discharged."

The cranes, which together cost \$40 million, are one part of a host of big-budget improvements that have been taking place at Seagirt. As the result of a unique public-private partnership with the Maryland

'Work Horses' Join Seagirt's Powerful Team of Cranes

When the four new additions are operational in September, Seagirt's four berths will have 11 cranes at work. "This allows for significant throughput increase and for 14,000-TEU [Twenty-foot Equivalent Unit] vessels to arrive," said Mark Schmidt, Ports America Chesapeake's Terminal Manager — Facility.

Berths 1 through 3, which have a 45-foot draft, utilize seven post-Panamax cranes, including three with dual hoist. Twelve rubber-tired gantry cranes support all four berths.

Schmidt added that the new cranes, each with a 50-long-ton capacity (65-long-ton twin pick or 85-long-ton with cargo beam), "will become the work horses for the terminal."

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Port Administration (MPA), Ports America Chesapeake completed development of a 50-foot container berth at the terminal in January. With the new and improved Seagirt Berth 4 in its arsenal, Baltimore becomes one of only two East Coast ports able to handle larger ships that will be making their way through the Panama Canal once a \$5.25 billion canal expansion is completed around the end of 2015.

"The arrival of these huge cranes is a momentous day for our state and for the Port of Baltimore," said Governor Martin O'Malley. "When we signed a 50-year agreement with our private sector partner, Ports America Chesapeake, in 2010, we did so with an eye on growing good-paying, blue collar jobs at our Port. Our partnership is one that will ensure the future of the Port of Baltimore and provide stability for Port workers."

Once the cranes are assembled and go through the appropriate electrical preparations and testing, training will be provided to members of the International Longshoremen's Association, making certain that everything is ready to go.

Getting the cranes here from Shanghai, China, where they were manufactured by ZPMC, required what Schmidt called "a significant amount of logistics coordination."

The move involved "engineers, quality control personnel, vendors and others located in Maryland, New York, New Jersey, California and China all working together to provide the

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PHOTOGRAPHY BY BILL MCGALLEN

best cranes possible," Schmidt explained. To ensure the cargo's safe transit up the Chesapeake Bay onboard the M/V *Zhen Hua*, Ports America Chesapeake was joined by the U.S. Coast Guard, the MPA, Maryland Pilots and U.S. Customs and Border Protection.

"In addition, the tide and weather needed to cooperate," said Schmidt, who appreciated the fact that it was "an extremely rare event to see these large cranes coming up the bay all on one vessel."

Schmidt added, "It has been a tremendous effort for all involved to ensure accurate and timely communication in order to bring these world-class cranes to Ports America Chesapeake at the Port of Baltimore." 🌐

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Coast Guard's Kiefer Takes The Helm

Capt. O'Malley Retires as Baltimore's Sector Commander



Capt. Kevin Kiefer



Capt. Mark O'Malley

BY NANCY MENEFEE JACKSON

Capt. Mark O'Malley has retired after three years as the Commander of U.S. Coast Guard Sector Baltimore and is being succeeded by Capt. Kevin Kiefer.

"The Port of Baltimore has been extremely fortunate to have someone of the caliber of Capt. O'Malley as commander of Sector Baltimore," said Maryland Port Administration (MPA) Executive Director James J. White. "We have made significant progress in Port security in the last few years, and much of that is due to Capt. O'Malley and his team. We wish Capt. O'Malley the very best and look forward to working with Capt. Kiefer."

Kiefer is excited to be serving in such a time-honored port. "It's such a diverse port, and so rich in history," he said, adding that he's been reading books about the Port's past. "I like its history — and I like crab cakes!"

Kiefer was offered other assignments, but he chose Baltimore because he was intrigued by its mix of container, bulk and cruise ships, plus historic landmarks such as Fort McHenry, and its strong maritime tradition.

"I'm humbled to be able to work with

such an outstanding community," he said. "I think partnerships and communications are two things that I look forward to continuing and enhancing."

Kiefer most recently served as Chief of the Office of Port & Facility Compliance in Washington, D.C., taking responsibility for policies that safeguard the nation's 361

Kiefer was offered other assignments, but he chose Baltimore because he was intrigued by its mix of container, bulk and cruise ships.

seaports. A specialist in marine safety and security, he focuses on issues such as port recovery capability. His planning skills were put to the test shortly after September 11, 2001 when he was stationed as the Chief of the Port Management Department in Corpus Christi, Texas, where one of the nation's largest military outload operations took place, sending the equipment for the 4th Infantry division to Iraq.

"It was a huge military move," he recalled, noting that tanks, Humvees and

helicopters were among the cargo filling 32 military command ships. "Wars can be won or lost by their logistical supply chain."

In 2010, the oil rig *Deepwater Horizon* lost five million barrels of oil in the Gulf of Mexico. It was declared a spill of national significance; the first time the national plan for such an emergency was put into use. In addition to his regular job, Kiefer was a Staff Director in Washington, responsible for gathering accurate information from the Gulf that ultimately would be delivered to the White House. "We call it 'the lost summer' because we worked seven days a week," he said. "I went in thinking I would do a three-week hitch and it would be over — I spent probably five months doing that and still keeping tabs on my old job."

He worked with an interagency team of scientists seeking the best way to stop the oil gushing into the Gulf. "BP tried to cap the well, but everything they did, we oversaw it; everything they did they had to run by us," he said.

Earlier in his career, Kiefer, who grew up in Cincinnati, Ohio, served as Commanding Officer of the Port of Huntington, W.Va., the largest inland port in the country by tonnage; that cargo includes coal loaded from trains onto barges and often exported through the Port of Baltimore.

Kiefer, who holds two master's degrees in engineering from the University of Michigan, one in naval architecture and marine engineering and the other in manufacturing, chose the Coast Guard Academy for college. "I was interested in the military services, but the more peacetime mission of the Coast Guard

appealed to me," he said.

Kiefer, who enjoys running and biking, is married to wife Jennifer. His oldest daughter Kristen, 21, attends the University of Dayton, while 8-year-old son Brandon and 5-year-old daughter Alaina keep him busy with soccer and baseball.

The family got its first taste of Baltimore earlier this summer when visiting the Inner Harbor to see the Coast Guard's *Eagle*, a visiting, 295-foot sailing vessel. They look forward to more Maryland adventures.

Bidding O'Malley Farewell

Capt. O'Malley, who served in the Coast Guard for 31 years, was previously assigned to Baltimore from 1998 to 2001.

As he reflected on his time here, he believes that his biggest accomplishment was "continuing the strong partnerships with all agencies, both public and private, to help make the Port of Baltimore efficient and economically viable." He added, "Baltimore really is the national model for collaboration within the Port and with the varying interests within the Port community."

He cited the example of Tropical Storm Irene; days of planning and communication before the storm hit ensured that business was back up and running quickly after the storm was over.

O'Malley impressed upon those working for him that they needed to learn how companies and agencies do business, and understand the pressures they face, "so you can better understand what they're dealing with when they're having trouble complying." That allows both sides to strike a collaborative balance "where we can meet that standard of safety while they can meet that ship's timeline."

O'Malley believes such communication and partnerships require a commitment of time on his part, and an old-fashioned reliance on face time rather than technology.

O'Malley is proud of many achievements, including the three convictions secured by the Coast Guard and the U.S. Attorney's office against two shipping corporations that intentionally discharged waste oil and plastic garbage into the Chesapeake Bay.

"I'm so proud of my marine inspectors," he said. The \$1.2 million in penalties levied against the ship owners will be used to improve the Chesapeake Bay. "The Port of Baltimore has a great reputation for being environmentally minded," he said.

O'Malley plans to stay in the area; his wife, Susan, is a licensed clinical dietitian at Johns Hopkins Hospital.

After the 24/7 demands of his job, he's looking forward to having time to kayak, fish and resume flying — he has a private pilot's license. He's planning a trip to Ireland in the fall to celebrate his 30th wedding anniversary, while also attending the Navy/Notre Dame football game being played there.

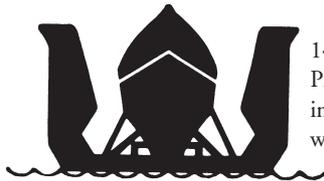
"It's been an honor and a privilege and a true pleasure to work in this Port and the State of Maryland," he said. 🌐

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GM PARTNERSHIP DRIVES Baltimore Ahead in AUTO CARGO

BY KATHY BERGREN SMITH
Photography by Bill McAllen

Last March, General Motors vehicles began crossing the piers of the Port of Baltimore for the first time in several decades. Both import and export vehicles now come to Baltimore for shipping.

The vehicles exported include Camaros, Cadillacs and the electric car Chevy Volt, sold in Europe as the Opel and Vauxhall Ampera.

"GM was very pleased with the variety of ocean services the Port offers to Northern Europe, where these vehicle are destined," said Larry Johnson, the MPA's trade development auto specialist. "The proximity of Baltimore to the plants in Detroit where these cars are made is also appealing."

What sets Baltimore apart from other ports, according to Johnson, is the commitment of all the stakeholders to quality handling when it comes to vehicles. The Quality Cargo Handling Action Team (QCHAT) is comprised of representatives



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At a Glance

from every aspect of auto handling at the Port, including stevedores, processors and manufacturers. At the monthly meetings, any problems are addressed quickly. "With QCHAT there is a high level of accountability that keeps the standard very high here," said Johnson.

General Motors' history with the Port of Baltimore actually goes back to 1935. It was in the early days of automaking when the Flint, Michigan, company opened a factory near the Dundalk Marine Terminal. That facility closed in 2005 after 70 years of operations.

Today, GM's Baltimore location is in White Marsh. The facility is not a traditional factory, but an ultra-modern campus making two-mode hybrid engines and heavy duty transmissions. Last year, the company began a \$269.5 million expansion that will open next year. The new plant will make electric motors for plugin and hybrid vehicles. GM is the first major American automaker to commit to making its own components for electric vehicles.

Gov. Martin O'Malley toured the facility in February and told workers there, "GM is now the No. 1 auto maker because they're building cleaner, greener automobiles, and a lot of that is happening right here." The plant currently employs 200, but when expansion is completed in 2013 that number is expected to double.

The campus expansion includes a solar array that will provide nine percent of the facility's power. "We believe the future of sustainable transportation is electrically driven vehicles and this facility will help us maintain a leadership position within this category," said Mike Robinson, GM's Vice President for Environment, Energy and Safety Policy. "It's fitting that green 'motors of the future' are being built at a facility well recognized for ongoing efforts to reduce its environmental impact."

Within a few years, it is likely that GM electric vehicles exported from the Port of Baltimore may have had their engine built in Baltimore County, starting a new chapter to a long relationship. 🌐

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Mike Curran

An Eye on Details at Ports America Terminals

BY MERRILL WITTY
 Photography by Kathy Bergren Smith

www.PortsAmerica.com



During a 34-year career on the waterfront, Mike Curran has made the most of each opportunity to gain experience and take on more responsibility.

After getting his start through a relative (Curran is a fourth-generation waterfront worker), he became a trainee superintendent in 1979 in his home state of New York. Years later, he got the opportunity to relocate to the Port of Baltimore with ITO — International Terminal Operating Co., the forerunner of Ports America. Curran said that his only regret about the move, which took place in 1986, is that he didn't make it sooner.

Curran went to work at Dundalk Marine Terminal as Pier Superintendent. He took

up the task of handling and caring for a weekly roll-on/roll-off (ro/ro) service to Puerto Rico. From there, he refined his skills while occupying many different positions. "I have held just about any job you can think of within the company," Curran noted. During his time at Dundalk, he took on the tasks of stevedore and manager. He was then moved to South Locust Point, where he was named Superintendent, Marine Manager and Terminal Manager, giving him even wider exposure to customers, colleagues, shippers, brokers and forwarders inside and outside of Baltimore.

Next came the post of Assistant Vice President of Operations for ITO in Baltimore. In this position, Curran oversaw day-to-day operations at ITO terminals.

This familiarized him with the collective agreements for all of the Baltimore International Longshoremen's Association (ILA) Locals.

There is no routine in Curran's days — he is constantly running between meetings, terminals and committee events. "No two days are alike — that is what makes the job interesting," he said. He is especially involved with the STA-ILA Pension, Benefit and Severances and Annuity, Vacation and Holiday Fund, Container Royalty Fund, and STA Board of Directors. He also represents the Ports America/MTCE on all committees with each ILA Local regarding grievances. "I'm fighting fires all day long, always trying to sort out which are the most important ones," he explained.

"Mike's a true professional and a real credit to Ports America," said Maryland Port Administration (MPA) Executive Director James J. White. "He's a veteran of the waterfront and someone who gets the job done and knows how to solve problems. We're glad to have him at the Port of Baltimore."

Because of Ports America Chesapeake's public-private partnership with the MPA, major enhancements have been taking place at the Seagirt Marine Terminal (see the story on page 16).

Watching the progress "has been very exciting for us," Curran said, adding that safety at Seagirt is of particular importance to him. He cites the company's "no-harm policy," which affords absolutely no tolerance for unsafe conditions or behaviors at terminals. Curran explained that Ports America's stance is that all accidents and injuries are preventable, no environmental damage is acceptable and nothing is more valuable than the health and safety of employees. "Our innovative SAFE PORTS program [Safe Actions for Everyone — Practice, Observe, Remember, Think Safety] reinforces our safety priorities," Curran added.

Curran and his wife Donna live in Harford County. They have raised two now-college age children. 🌐



MAIDEN voyages



On hand for the WWL Titiana wheel ceremony were, from left, Rick Born, Seth McDonnell, Capt. Eric Neilsen, Rick Powers, Capt. Rishabh Khanna, Michael Derby, Mac Passano and David Novak.

Titiana Follows in Sister Ship's Wake

Flying the Maltese flag, the M/V *Titiana* recently unloaded cargo at both the Dundalk and Fairfield marine terminals. The Wallenius Wilhelmsen Logistics (WWL) ship made her maiden voyage to Baltimore just a few months after sister ship M/V *Tiger* sailed to Baltimore for the first time. *Titiana* is 227 meters long and 32 meters wide, and has a cargo capacity of 7,800 car units.

Agent: Wallenius Wilhelmsen Logistics

Stevedore: Marine Terminal Corp. (MTC)

Towing: McAllister Towing of Baltimore



Welcoming the NYK Rigel Leader were, from left, Scott Senko, Tony Buccini, Matt Lyneis, Carol Vassallo, Capt. Anil Choudhary, C/Off. Pradeep V. Mansabdar and C/E Raghuram Karunakran.

Port Welcomes Rigel Leader

The NYK Line (North America) Inc. ship *Rigel Leader* came to Baltimore for the first time recently, flying the flag of Panama. The 199-meter long, 32-meter wide pure car-truck carrier boasts a cargo capacity of more than 5,000 standard cars.

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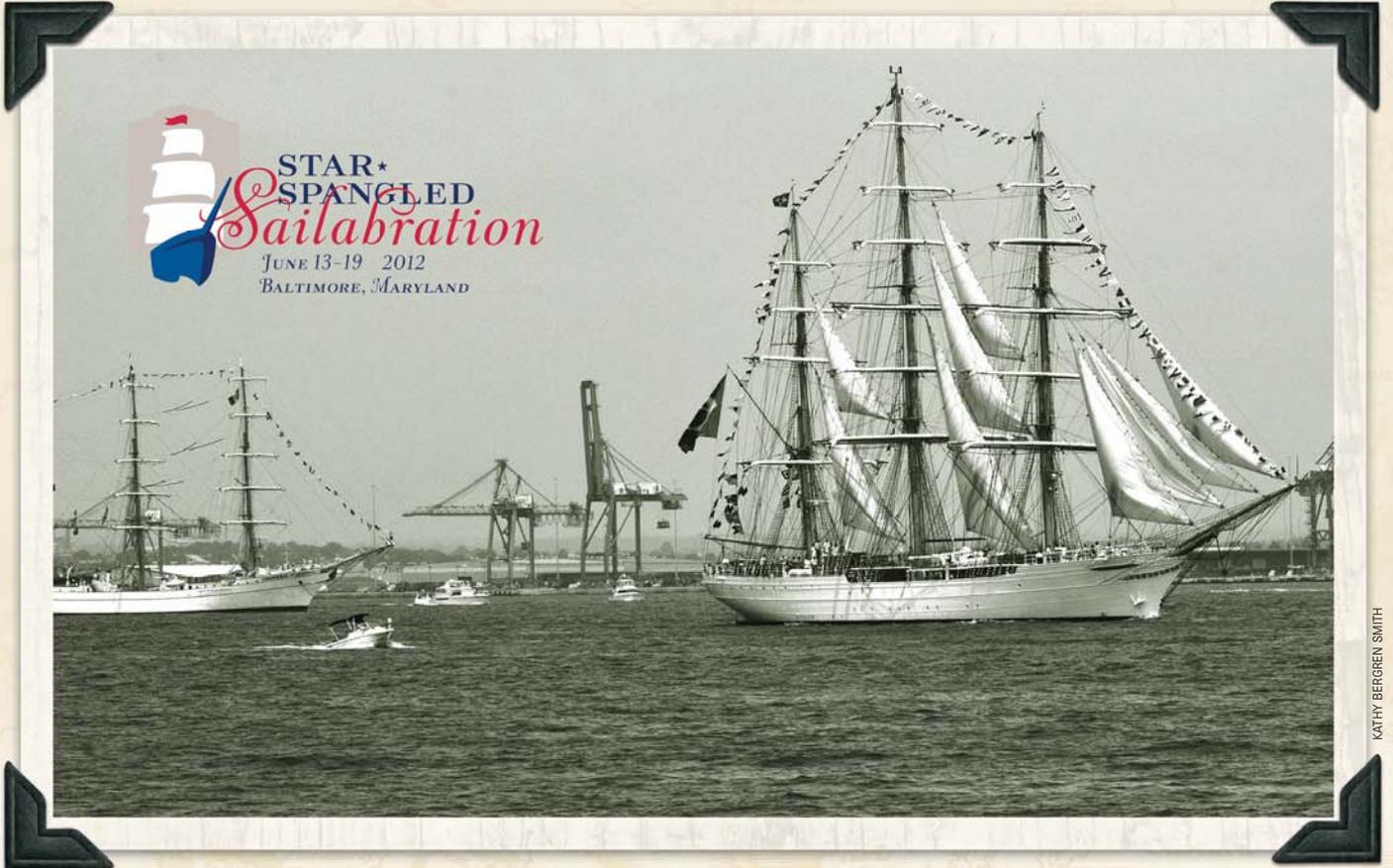
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KATHY BERGREN SMITH

STORY BY KATHY BERGREN SMITH

For several festive days in June, Baltimore celebrated its maritime history with visiting ships, fireworks and a flight demonstration from the U.S. Navy's Blue Angels.

Star-Spangled Sailabration was a commemoration of the War of 1812 and Fort McHenry's place in American history. Tall ships and naval vessels from around the globe dropped anchor in the Baltimore harbor, opening their portholes and putting out the gangplank so landlubbers could get

a glimpse of a seafaring life. Composer Phillip Glass was commissioned to create a commemorative piece that was performed by the Baltimore Symphony. The Navy's precision fighter jet team, the Blue Angels, roared and soared above the city. Nearly one million people enjoyed the spectacle.

The festivities return in 2014 when the city hosts another celebration marking the bicentennial of the War of 1812's conclusion and the creation of the National Anthem. 🌐

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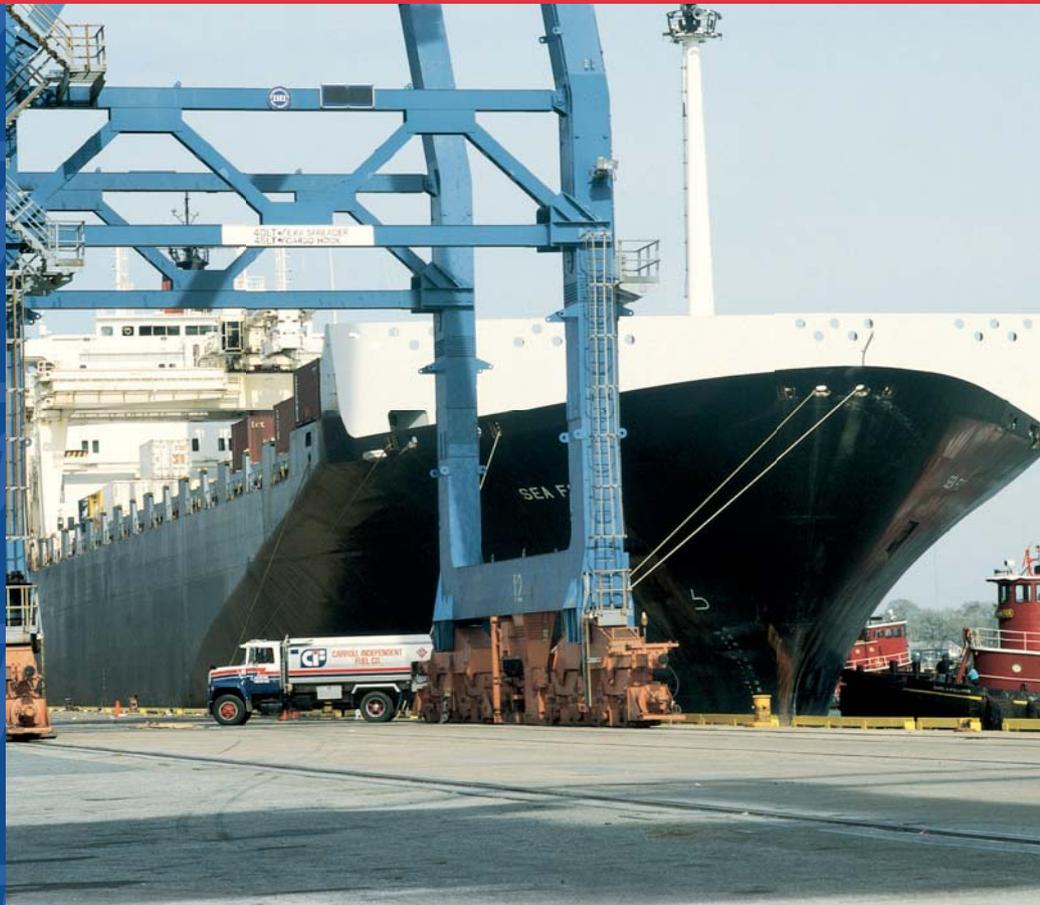
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